

DRIVER TRAINING



Senior Transportation Officer Qualification Course Army Driver Training Program Fundamentals and Training Strategies

Motivator

In this lesson, you will learn about the fundamental principles and tenets of the Army Driver Training Program.

Knowing why and how driver training should be conducted will assist your efforts to ensure driver training meets future challenges.

As a Senior Transportation Officer, your application of driver training principles will help you and others minimize accidents while performing transportation missions.

Select the Next arrow to continue.

MOTIVATOR



In this lesson, you will learn about the fundamental principles and tenets of the Army Driver Training Program and your responsibilities as a Senior Transportation Officer in understanding why and how driver training can ensure safe operations and accident avoidance.

More than tanks, aircraft, training, weapons, and war, Army motor vehicle and privately owned vehicle accidents continue to be the major killer of Soldiers.



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Lead-in

Senior Transportation Officers are required to understand the purpose and goal of the Army Driver Training Program.

Standardization was deemed necessary due to the following factors:

- Over 250,000 Army Motor Vehicles (AMVs) in use
- Number 1 killer of Soldiers is AMV and private owned vehicle (POV) accidents
- Number 1 cause of accidents is driver or operator error
- Various unit driver requirements were not trained to a set standard
- Units, not schools, train, test, and license vehicle drivers and equipment operators

Statistics revealed the need for a standardized program for Army Driver Training.

Too many Soldiers were being injured or killed due to accidents attributed to driver error or lack of proper training.

LEAD-IN



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Ongoing Progress

Any Motor Vehicle Safety Program must provide leaders at all levels with the information needed to protect their Soldiers from injuries resulting from unsafe motor vehicle operation for both civilian and Army vehicles.

As the pie chart reveals, there has been some progress in driver training for Soldiers, both with AMVs and POVs since inception of the program.

Note the rank structure involved and where most fatalities occur (E-1 through E-3).

One tool is the **Commander's Accident Prevention Program (CAPP)**, a working document designed to allow commanders a periodic review of unit safety and supports the FY 06 Secretary of Defense Accident Reduction Initiative and Army FY 06 Objectives.

Select the highlighted text and boxes at the bottom of the screen for additional information.

Motor vehicle injuries are the leading cause of Soldier casualties and injuries, therefore leader emphasis on POV safety must be unrelenting.

The overall effectiveness of any driver training or safety program is measured through the personal involvement, leadership engagement, and supervision at all levels of command.

Commanders must insist on adherence of established safety rules and standards, while continually evaluating their mission for innovative preventive measures that will enhance the unit safety readiness program.

FY01 Army
Fatalities

FY02 Army
Fatalities

FY03 Army
Fatalities

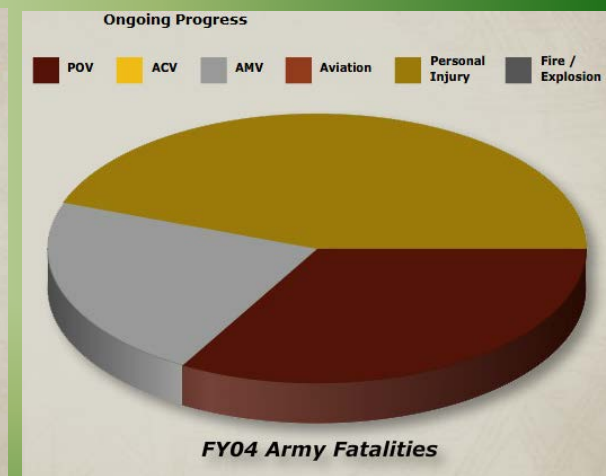
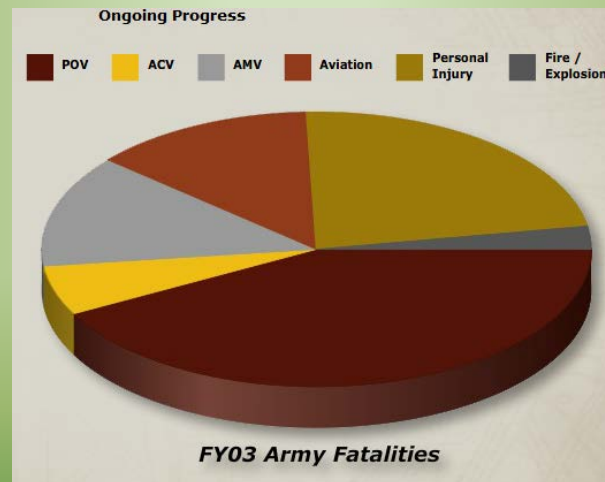
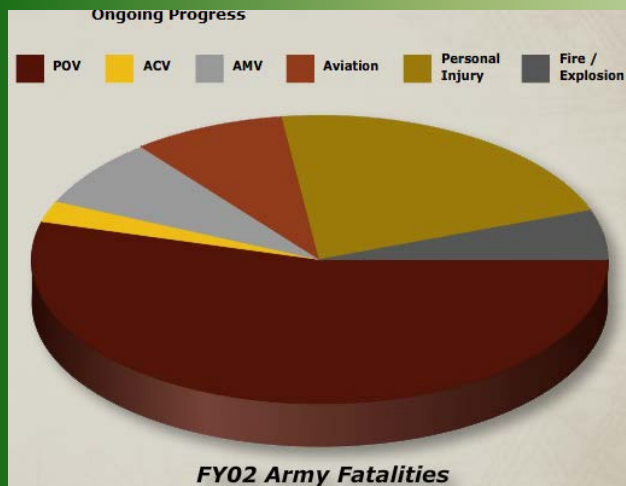
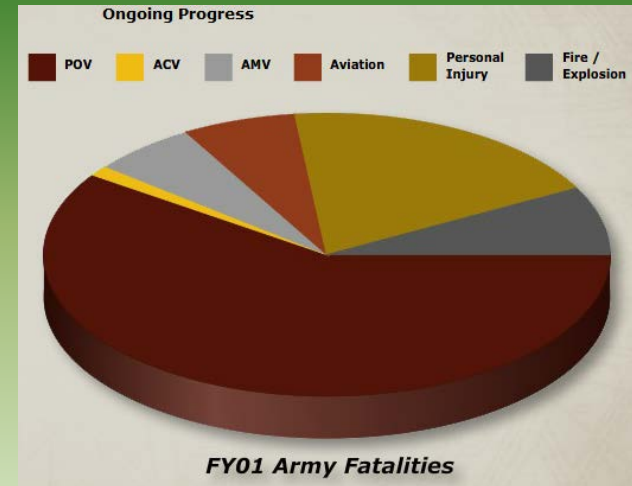
FY04 Army
Fatalities

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Commander's Accident Prevention Program

CAPP supports the following Army FY 06 Objectives:

- Establish a culture where safety is visible but doesn't make Soldiers risk averse.
- Build a command climate that actively manages tactical and accidental risk.
- Ensure accountability of leaders for their programs.
- Develop executable plans for leader involvement.
- Ensure the use of composite risk-management in all activities - operations, training, and off-duty activities.



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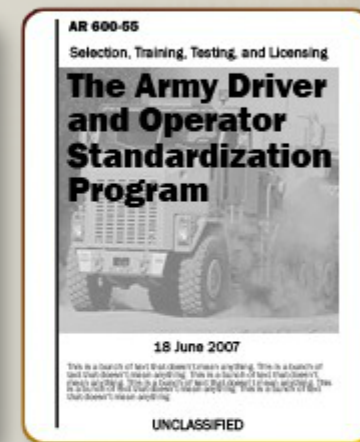
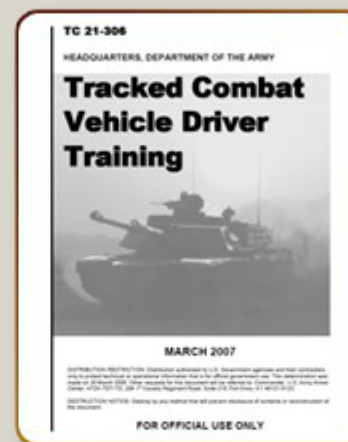
Senior Transportation Officer Qualification Course Army Driver Training Program Fundamentals and Training Strategies

Regulatory Guidance

AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing), dated June 18th, 2007, was created to provide Army Leaders the following information and guidelines:

- Responsibilities for conducting the Motor Vehicle Driver Program (chap 1).
- Licensing requirements for applicants for motor vehicle driver positions (chap 2).
- Process for choosing potential drivers (chap 3).
- Training program for drivers of all types of vehicles and equipment (chap 4).
- Testing program (chap 5).
- Controls on issuing licenses (para 6-1).
- Types of licenses that may be issued (paras 6-2 and 6-3).
- Procedures for renewing, revoking, or suspending licenses (para 6-4).
- Procedures for qualifying operators to use special equipment and night vision devices (chaps 7 and 8).

TC 21-306 is specific to tracked combat vehicle driver training and is located in the reference section.



Army Regulation 600-55 establishes standards, policies, and procedures for the selection, training, testing, and licensing of operators of Army wheeled and tracked vehicles and equipment.

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The Army Safety Program

The purpose of AR 385-10, The Army Safety Program, is to safeguard and preserve Army resources worldwide, to include Soldiers, Army civilians and property against accidental loss.

Chapter 11 pertains to Motor Vehicle Accident Prevention, traffic safety, and loss prevention to reduce the risk of death or injury to Army personnel from POV, AMV, and Army Combat Vehicle (ACV) accidents.

It also establishes requirements for motor vehicle accident prevention on Army installations and supplements public traffic safety law.

Visit the Ground Risk Assessment Tool (GRAT) website for information on Composite Risk Management.

<https://crcapps3.crc.army.mil/grat/EntryLogin.aspx>

NOTE:

AKO-S Username and Password are required to login to GRAT-S.

Benefits

The numerous benefits when hazards are identified and controlled include:

- Injury prevention - protect our personnel.
- Management improvement - a unit that has a proactive, effective safety program has leaders that look for the problems before they become accidents.
- Mission protection - capability and readiness.
- Damage control - prevent accidental loss of equipment.
- Statutory compliance - the Army operates on standards; many which are established by national law. When we take a shortcut and don't follow the established standard, we set the stage for an accident, as well as break the law.
- Liability limitation - the Army pays millions of dollars in claims annually for Army at fault accidents. Identify and fix safety problems before they become accidents.

Application

The Army Safety Program applies to:

- Active Army
- Army National Guard
- U.S. Army Reserve, unless otherwise stated
- Army civilian employees
- Army Corps of Engineers
- Civil Works activities and tenants and volunteers in accordance with Section 1588, Title 10, United States Code and AR 608-1

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Tactical Considerations

The driver's contribution to combat efficiency is not always recognized or appreciated; his performance is a critical factor in keeping a vehicle in operation.

Even the best designed and constructed vehicles, maintained by the best operators and mechanics in the Army, cannot compensate for poor driving practices.

Safety is a component of Force Protection, and as such, Commanders must:

- Seek optimum, not adequate, performance.
- Specify the risk they will accept to accomplish the mission.
- Select risk reductions provided by the staff.
- Accept or reject residual risk, based on the benefit to be derived.
- Train and motivate leaders at all levels to effectively use risk management concepts.



Safety is an integral part of all combat operations. Safety begins with readiness, which determines a unit's ability to perform its mission essential task list (METL) to standard.

Commanders, leaders, and Soldiers use risk assessment and management to tie force protection into the mission. Poor driver training may cause a unit to fail in its mission.

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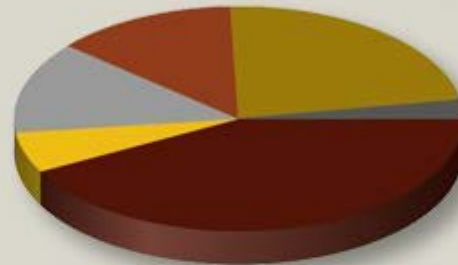
Key Points

The following key points regarding the Army Driver Training Program were discussed:

- Reason for establishment
- Regulatory guidance
- The Army Safety Program
- Tactical considerations

The following key points regarding the Army Driver Training Program were discussed: reason for establishment; regulatory guidance; the Army Safety Program; and tactical considerations.

KEY POINTS



Tracked Combat Vehicle Driver Training



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Quick Challenge

QUICK CHALLENGE



Chapter 4 of AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing), provides Army Leaders what specific information and guidelines?

Select the best answer and then select Submit.

- A. Outlines responsibilities for conducting the Motor Vehicle Driver Program
- B. Describes the controls on issuing licenses
- C. Describes the training program for drivers of all types of vehicles and equipment
- D. Describes the process for choosing potential drivers

All answers correct – key wants -- describes the training program for drivers of all types of vehicles --

Reklama – see slide 5 this pack.

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Training Strategies

The strategy outlined in AR 600-55 combined the process of selecting, training, testing, and licensing with the use of instructional training circulars (TCs), training videos, and web-based or computer aided instruction.

This program was designed for execution in the field (battalion or higher level), in addition to Training and Doctrine Command (TRADOC) developed Training Support Packages (TSPs) to create a single training standard.

The Army Research Institute conducted a study on Army driver selection criteria, and the Army Safety Center looked for ways to increase Soldier incentives to become drivers and reward exceptional performance.



A unit commander's responsibility is laid out in AR 600-55 and associated Training Support Packages.

Due to declining numbers of Soldiers qualified to operate the various vehicles and equipment found within the Army vehicle fleet, an Army Research Institute study was conducted to refine the criteria and standards used to select drivers.

DRIVER TRAINING

Products

| Training Programs | TC# | CD# | TVT# |
|-------------------------|--------------|------------|-------------------------|
| Accident Avoidance | TC 21-305 | CDR 55-01 | --- |
| HEMTT (8 & 10-ton) | TC 21-305-1 | CD 55-16 | TVT 55-23, 24, 25 & 26 |
| NVGs | TC 21-305-2 | --- | TVT 20-928 & 929 |
| 5-ton (M839 Series) | TC 21-305-3 | CD 55-21 | TVT 55--16 |
| HMMWV | TC 21-305-4 | CD 55-18 | TVT 55-15 |
| C-Het | TC 21-305-5 | --- | TVT 55-19, 20, 21 & 22 |
| Tractor and Semitrailer | TC 21-305-6 | CD 55-20 | TVT 55-18 |
| Light Trucks | TC 21-305-7 | CD 55-19 | --- |
| Medium Trucks | TC 21-305-8 | CD 55-22 | --- |
| HETS (M1070/M1000) | TC 21-305-9 | CD 55-17 | TVT 55-48, 49, 50 & 160 |
| PLS | TC 21-305-10 | CD 55-23 | TVT 55-36, 37 & 63 |
| FMTV | TC 21-305-11 | CD 55-15 | TVT 55-54, 55 & 64 |
| MCDL | TC 21-305-12 | CAI 551-10 | --- |

Prerequisites

Driver candidate selection prerequisites in AR 600-55 include:

- Records Review (chap 3)
- Commanders Interview (Appendix B)
- Valid civilian drivers license
- Physical Exam and Evaluation (Appendix D)
- Plus Requirements of Host Nation, Local, and/or Theater Unique Directives and Regulations

Phases

Phase I - Army Accident Avoidance Training:

- Implemented Aug 96 for AMVs and POVs
- Conducted per TC 21-305, Training Program for Wheeled Vehicle Accident Avoidance
- Required initially and every 4 Years
- Must complete Phase I before beginning Phase II

Phase II - Vehicle Specific Training:

- Learner Permit issued only after completion of Phase I
- Conducted in accordance with applicable TCs (Vehicle Specific)
- Performance Based Training (85% - 90%)

Phases

Warning

Army tactical wheeled vehicles are not designed with rollover protection as a primary requirement. At the first sign of a vehicle rollover, occupants should immediately brace for impact.

As a precaution, ensure all loose items and equipment, which can cause severe injury or death, are firmly secured prior to movement.

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Accident Avoidance Concepts

Major components of Phase I for the vehicle accident avoidance program include:

- Staying Alert and Fit to Drive
- Vehicle Inspection
- Visual Search
- Communication
- Manage Speed
- Manage Space
- Operate Vehicle at Night
- Adverse Weather Driving
- Hazards
- Driving Emergencies
- Trailer Operation
- Accident Procedures

Additional information on these topics is found in TC 21-305 in the Reference section.

This Phase I training on accident avoidance is 6 to 8 hours in length and is considered the standard Army-wide, and applies to privately owned vehicles and Army military vehicles.



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Vehicle Training

Major components of Phase II for the vehicle driver training include:

- Forms and Records
- Operator Maintenance
- Basic Driving
- Advanced Driving (Off-Road)
- End of Course Test

Understand that the driver training program only trains a soldier to **safely drive** the vehicle.

It does not include the additional training required to operate auxiliary equipment and systems such as installed weapon systems, pump units, material handling equipment, etc.

Training for these items is contained in the applicable equipment operator training program.

The Phase II portion of the training program is laid out in a modularized fashion. The majority of all training is hands-on.

Instructor, Equipment, Facility, and reference material requirements are all identified in the supporting training circular for a specific vehicle.

Phase II driver training does not include operating auxiliary equipment or installed systems; only the specified vehicle operation.



Vehicle Stability

The six important factors that can affect vehicle stability include:

- Vehicle Center of Gravity
- Load Security
- Radius of Curves and Slope of Roadways
- Vehicle Speed
- Trailer Towing
- Vehicle Condition and Preparation

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Rollover Training

Every driver can take the following eight basic steps to prevent or reduce the potential for rollovers:

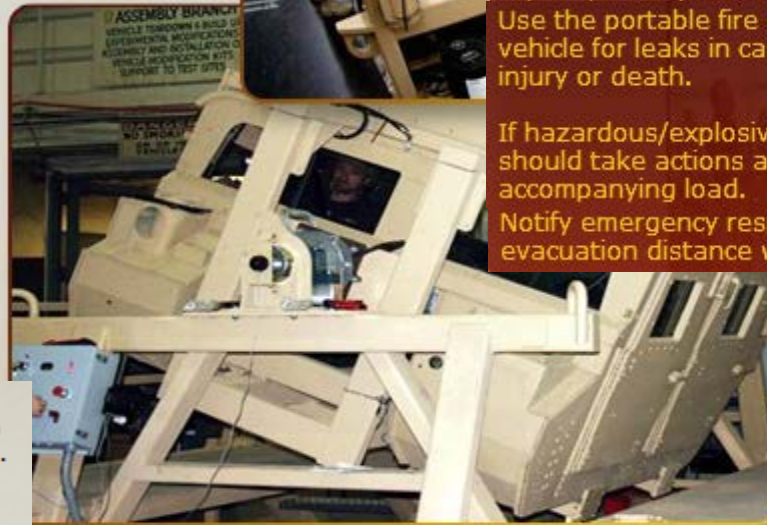
- Adjust the vehicle speed to allow for safe maneuvering.
- Slow down and downshift early. Do not shift in the curve.
- Observe speed limit is below the posted speed.
- Slowly accelerate out of the curve.
- Maintain a safe distance between your vehicle and traffic.
- Do not brake hard if the rear of the vehicle or trailer "slides out".
- Follow Risk Management Procedures.

Additional rollover training materials can be found in TSP 385-10, Leaders Safety Course, The Army Safety Program, located in the reference section.

Foreknowledge of vehicle center of gravity characteristics are of prime importance, especially in austere road environments when discussing rollovers.

The senior occupant is responsible for ensuring all personnel, riding in or on a vehicle, are wearing seatbelts (if equipped) and that all required equipment inside the vehicle is properly stored and secured.

The first Soldier to notice vehicle beginning to rollover should shout "ROLLOVER!"



Warning

Army tactical wheeled vehicles are not designed with rollover protection as a primary requirement. At the first sign of a vehicle rollover, occupants should immediately brace for impact.

As a precaution, ensure all loose items and equipment, which can cause severe injury or death, are firmly secured prior to movement.

Never attempt to leap from a rolling vehicle, it may rollover you. Ensure that the vehicle has stopped its roll before moving.

Upon complete evacuation of all personnel, vehicle should be inspected for fire hazards, such as leaking oil, fuel, and hydraulic fluid.

Use the portable fire extinguisher when inspecting vehicle for leaks in case of fire, which could cause injury or death.

If hazardous/explosive materials are involved, driver should take actions according to the DD Form 836 accompanying load.

Notify emergency response personnel and remain at evacuation distance while securing accident site.

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Testing and Licensing

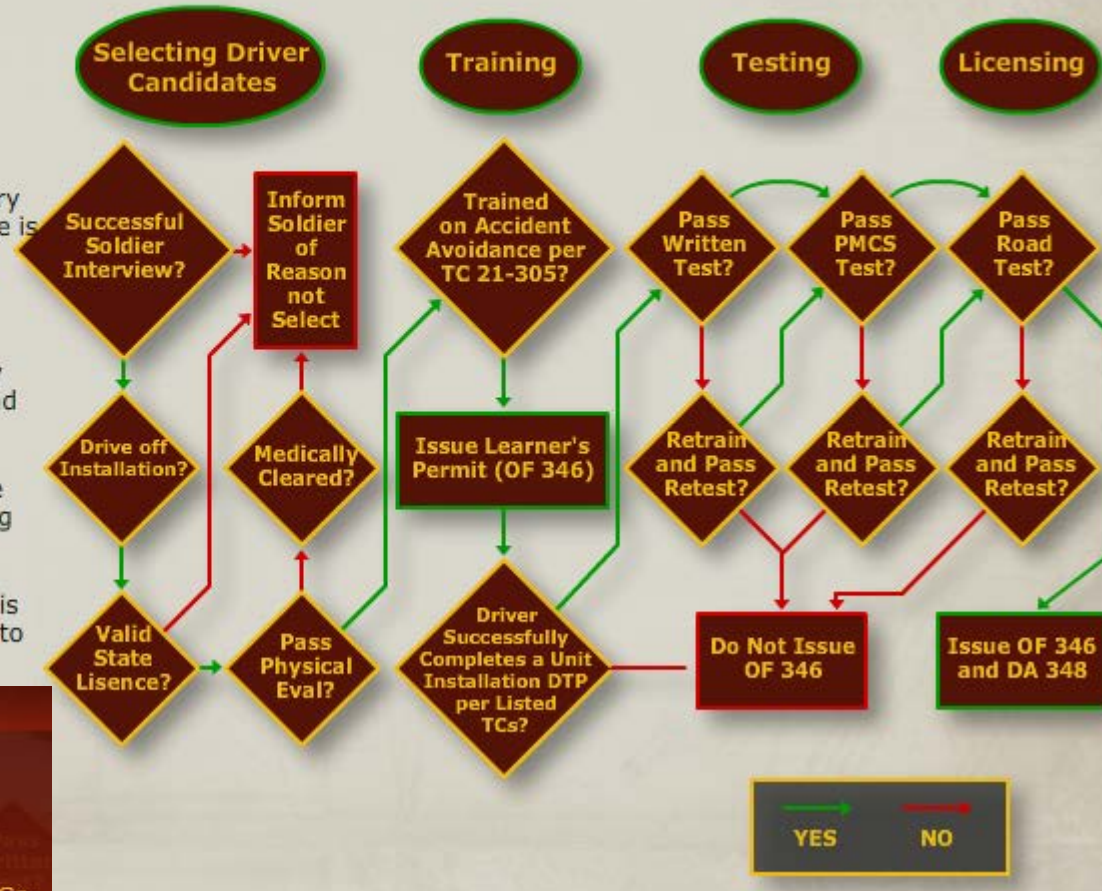
A Soldier must pass three tests; a written technical knowledge exam, a hands-on PMCS test, and a hands-on driving test that evaluates operator proficiency in a End of Course Test (EOCT).

If a Soldier demonstrates the necessary proficiency in all three areas, he or she is awarded a **military drivers license** for that particular vehicle.

Soldiers issued a license must demonstrate their proficiency annually by being re-evaluated on the PMCS and driving tests.

Every four years, Soldiers must retake the Phase I accident avoidance training program.

All training which a Soldier completes is annotated and accompanies a Soldier to his or her next duty assignment.



Testing and Licensing

Vehicle specific testing and licensing requires:

- Testing done in three sub-phases
 - Written Examination (EOCT)
 - PMCS - Hands-on Test
 - Road Test - Hands-on test
- Conducted in accordance with applicable TCs
- Modularized testing - emphasis on hands-on
- Must pass all tests to be issued a license
- ALL Training, Testing & Licensing Documented
 - DA Form 348 or ULLS Generated (DA Form 348-E)
 - Actual License is OF 346 or ULLS Generated OF 346E

Presently, only 83 percent of new recruits enter the service with a civilian driver's license.

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The Army Driver Standardization Office

The Army Driver Standardization Office (ADSO) objective is to provide Commanders, and the Unit Master Drivers with unparalleled professional support and assistance to aid in meeting their driver training mission anywhere on the Globe.

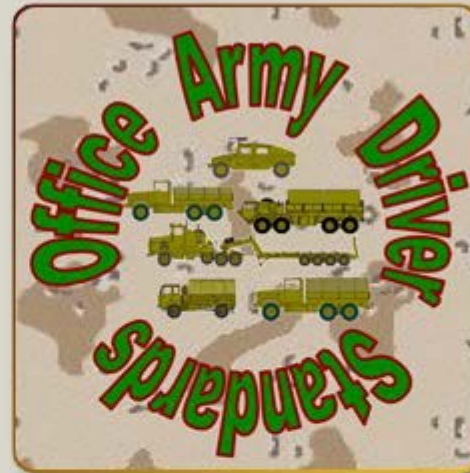
The Transportation School has also expanded its Army Driver Standardization Office (ADSO) website to improve access to drivers training materials, located here:

http://www.transportation.army.mil/adso/adso_index.htm

Select the website link for additional information. (Open in a new window)

This site is dedicated to providing up-to-date information regarding training products for the 88M, Motor Transport Operator, Wheeled Vehicle, and Convoy Survivability-related products.

It includes information for the Active Component as well as the United States Army Reserve and Army Reserve National Guard.



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Drivers Toolbox

The U.S. Army Combat Readiness/Safety Center has developed a Driver's Training Toolbox website to assist commanders, examiners, and instructors in the management of driver training.

The toolbox provides a central location for the materials necessary to establish and maintain an effective Driver Training Program, including:

- Regulations, Training Circulars, and Training Support Packages
- Training Courses
- Graphic Training Aids
- Egress Training Assistance
- Videos and Presentations
- And much more

<https://safety.army.mil/drivertrainingtoolbox/>

The U.S. Army Combat Readiness/Safety Center Public Affairs Office produces news releases, videos, posters, brochures, public service announcements, and responds to media queries which support the Army's mission of keeping the American people and the Army informed.



U.S. ARMY COMBAT READINESS/SAFETY CENTER



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Emerging Policies

Chief of Staff of the Army, Gen. George W. Casey Jr. has sent a message to commanders throughout the force to reinforce new policies designed to minimize the effects of mild traumatic brain injuries, or mTBI.

The policies require any Soldier who:

- Sustains a direct blow to the head or loss of consciousness
- Is within 50 meters of a blast (inside or outside)
- Is in a vehicle associated with a blast event, collision, or rollover
- Is dismounted within 50 meters of a blast
- Is in a building or vehicle damaged by a blast/accident

... must undergo a medical evaluation, followed by 24 hours of downtime and medical clearance before returning to duty.

Comprehensive medical evaluations are mandatory for anyone sustaining three concussions within 12 months.



Mild traumatic brain injuries are more commonly known as concussions.

Explosions on the battlefield often cause these injuries, but they also can occur through falls, sports injuries, auto accidents or any other event resulting in a blow to the head.

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Future Training

Based upon decisions made during the 2005 Base Realignment and Closure proceedings, Fort Leonard Wood will become the exclusive home of the Army's Motor Transport Operator (88M10) Advanced Individual Training School.

Some initiatives that will be introduced include:

- Integrated Instruction Teams, which close the gap between Instructor-to-Soldier ratios and actual learning in support of Outcomes Based Training Initiatives
- Crew-Served Convoy Live Fire Exercise, which adds theater relevancy to the training
- Off-post Convoy Operations, which immeasurably builds new drivers' confidence
- Reconfigurable Virtual Tactical Trainer set as an upgrade to the Virtual Convoy Combat Trainer
- Medium-sized vehicle obstacle course
- Training pads and a three-mile driving course in fiscal years 2010 and 2011

If you're going to be a truck driver for the U.S. Army, you're now going to train in the Ozarks.

Fort Leonard Wood is to be the exclusive home of the Army's Motor Transport Operator (88M10) Advanced Individual Training School.



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Key Points

The following key points regarding the Army Driver Training Program were discussed:

- Training Strategies
- Accident Avoidance Concepts
- Vehicle Training
- Testing and Licensing
- The Army Driver Standardization Office
- The Drivers Toolbox
- Emerging Training

The following key points regarding the Army Driver Training Program were discussed: training strategies; accident avoidance concepts; vehicle training; testing and licensing; The Army Driver Standardization Office; The Drivers Toolbox; and emerging training policies.

KEY POINTS



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Quick Challenge

QUICK CHALLENGE



Soldiers must retake the Phase I accident avoidance training program every _____.

Select the best answer and then select Submit.

A. year

B. two years



C. four years

D. five years

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Summary

In this lesson, you have learned the fundamentals and training strategies of the Army Driver Training Program to include:

- Reasons for establishment
- Regulatory guidance
- The Army Safety Program
- Accident Avoidance Concepts
- Vehicle training, testing, and licensing procedures
- Driver training tools and websites
- Emerging and future training programs

There are numerous sources of information for the Senior Transportation Officer to better understand the Army Driver Training Program and its contribution to Force Protection in today's operational environment.

In this lesson, you have learned the fundamentals and training strategies of the Army Driver Training Program to include: reasons for establishment; regulatory guidance; The Army Safety Program; Accident Avoidance Concepts; vehicle training, testing, and licensing procedures; driver training tools and websites; and emerging and future training programs.

SUMMARY



Good luck on the assessment